





To-day's  
Advertisements.GOVERNMENT NOTIFICATION.  
No. 608.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 20th day of November, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 9th November, 1899. [1413a]

Particulars of the letting by Public Auction Sale, to be held, on Monday, the 20th day of November, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 years, with the option of renewal for a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

## PARTICULARS OF THE LOT.

Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1572	Inland	153.6 131 125 193 27.800 398 11,260	61.0	0.00	100.00

GOVERNMENT NOTIFICATION.  
No. 609.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 20th day of November, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 9th November, 1899. [1414a]

Particulars of the letting by Public Auction Sale, to be held, on Monday, the 20th day of November, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, near To Kwa Wan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal for a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

## PARTICULARS OF THE LOT.

Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1573	Inland	153.6 131 125 193 27.800 398 11,260	61.0	0.00	100.00

## MAP OF THE NEW TERRITORY.

A LIMITED number of copies of the latest MAP OF THE NEW TERRITORY, on a scale of 1 inch to a mile, can be obtained at the Office of the Director of Public Works. PRICE: FIVE DOLLARS.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 9th November, 1899. [1415a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAINUN"  
Captain Hodgins, will be despatched for the above Port, TO-MORROW, the 14th instant, at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LAIRRAK & Co.,  
General Managers,  
Hongkong, 10th November, 1899. [1416a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA"  
Captain Douglas, will be despatched for the above Ports, on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAIRRAK & Co.,  
General Managers,  
Hongkong, 13th November, 1899. [1417a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"  
Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents,  
Hongkong, 13th November, 1899. [1418a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI AND KOBE.

THE Company's Steamship

"CHINGSU"  
Captain Williams, will be despatched for the above Ports, on THURSDAY, the 23rd instant.

To-day's  
Advertisements.NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"INABA MARU,"  
having arrived from the above Ports, on the 9th instant, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 15th instant, and SATURDAY, the 18th instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the undersigned before the 18th instant, or they will not be recognised. No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.  
Hongkong, 9th November, 1899. [1419a]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 16th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharfedale.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 13th November, 1899. [1417a]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SCOTCH WHISKY.

A.—THORNE'S BLEND, White Capsule ..... \$10.80

B.—WATSON'S GLENROCH MELLOW BLEND, Blue Capsule, with Name and Trade Mark ..... 10.80

C.—WATSON'S ABELLOUR GLENROCH, Red Capsule, with name and Trade Mark ..... 12.00

D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule ..... 14.40

E.—WATSON'S VERY OLD L.A. QUEER SCOTCH WHISKY, Gold Capsule ..... 15.00

THORNE'S BLEND and WATSON'S GLENROCH are high class Scotch Whiskies, of greater age than most brands in the market.

ABELLOUR-GLENROCH is a very old Peat Whisky, (smoky) and could not be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited.

THE HONGKONG DISPENSARY.

THE Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 13, 1899.

NOTES AND COMMENTS.

The Hongkong Government Gazette is not at any time a very interesting publication. No one would dip into it for the mere fun of the thing, or in the hope of extracting anything amusing out of it, but if it is closely studied from week to week and the Government's proposals and promises, there and elsewhere, the materials for a heavy laugh may from time to time be extracted; but unfortunately it is far more frequently the case that, the reader

will find, instead of amusement, material for very serious and sober reflection, and abundant proof of the truth of old Oxenstierna's reproach as to the very small modicum of common sense with which the world is governed. If he had only had an opportunity of observing the methods adopted in the Government of an English Crown Colony, he would have most probably remarked on the absence of all common sense, but in his time there was no Colonial Office, few Crown Colonies, and Cadets had not been invented.

There is nothing very special in the forty-one neatly printed pages of last Saturday's *Gazette*, yet there are one or two things deserving of notice and calling for criticism. There is a formal notice that the Public Works Department intends to erect latrines in Victoria on the several sites indicated in the notice, all on Crown land. This is very good as far as it goes, but not equal by any means to the public requirements. Six or eight new public latrines are urgently required at the very earliest possible date if the plague is to be stayed next year. Mr. DUFFY's report on the absence of latrines, on the foul state of the storm-water drains in consequence, and of the horrible state of the Chinese houses, is clear and emphatic. He only confirms what Dr. AYRES and Dr. LOWSON have repeated and repeated again and again. One of the primary causes of the appearance of plague amongst us year after year until it has become endemic, is the necessity under which the Chinese live of turning every house and room into a latrine and urinal because of the absence of any proper public accommodation. The overcrowding that undoubtedly exists would not be half so dangerous as it is, but for this want of numerous public latrines, easily and conveniently situated throughout China-town.

The Government give public notice of their intention to construct three latrines. That is something, but when are they to be constructed? Lord only knows: about the same date, probably as the new Post Office, or the Governor's great bridge to unite Hongkong and Kowloon! The amount asked for in the estimates for next year is \$5,000 only; not enough to finish one latrine.

"Why cannot the powers that be make up their minds that public latrines are a necessity and that the sooner they are constructed the better, if the Colony is to be relieved from the annual incubus of the plague." To read His Excellency's speech at the opening of the present session of Council one would think he was prepared to set aside everything else and give effective precedence to all anti-plague legislation and anti-plague work, but provision for part of one latrine in 1900, does not look very like it.

If the Director of Public Works had a peremptory order given to him to construct and open seven public latrines before the end of 1900, and funds were placed at his disposal, he could do it, we believe. If the P.W.D. is not able to do it, there are plenty of architects and contractors in the Colony who could.

There is a mass of good and energy about the Government and the Government Departments that is lamentable. It is all reporting, and discussing, and letter-writing, but nothing, is ever done at the proper time and in the proper way.

The *Gazette* gives publicity to Ordinance 33 of 1899, amending the Rating Ordinance. The Government wisely adopts the interpretation put upon the word "machinery" in the first section of that ordinance by the Judge of the Summary Jurisdiction Court and declares, by the new ordinance, that it shall not include lifts and machinery used as adjuncts to any offices, dwellings, or hotels, but shall be limited to machinery used for purely industrial or manufacturing purposes, but the new ordinance goes on to say, "In making, however, any valuation of such lifts and machinery in the future the Assessor shall deduct the expenses of working such lifts and machinery from the rateable value thereof, if such expenses are paid by the landlord."

This is very badly worded and although it is possible to work out the meaning and, possibly, to apply it to the actual facts in every day practice it is likely to give rise to disputes and to litigation.

The valuator under the Rating Ordinance is not to value lifts and machinery used as adjuncts to offices, dwellings, or hotels. He has to value the tenement as a whole, with its lifts and machinery, and valuation has to be based on the rent at which the tenement reasonably lets or might be expected to let, the tenant paying all usual tenant's rates and taxes and the landlord paying Crown rent and the cost of repairs and insurances with any other expenses necessary to maintain the tenement in a state to command that rent.

Nothing to be valued, and the only thing, is the tenement at its letting value. Lifts and machinery added to the building for the more convenient use of the building are now to be looked on as part of the tenement—the thing let. The question the valuator has to answer, is, what with the lift machinery it ought to let for. He has neither to value the building nor the machinery. He has to value the rental—what it is or ought to be—on the basis indicated in the Rating Ordinance 1888 as set out above: if the landlord bears the expense of working and maintaining the lift, he will get a higher rate for the building than if he threw those expenses on the tenant. If the tenant pays, the rent will be lower. The words we have cited from the amending ordinance are not merely inappropriate but they are needless. The provision in the Rating Ordinance provides for the case automatically. Cost of working the lift comes into the same category as repairs, and is covered by the words in the ordinance, "and other expenses necessary to maintain the tenement in a state to command that rent." The lift must be worked and that working maintained during the tenancy or the tenement will not command the rent stipulated for upon the condition.

## REUTER'S TELEGRAMS.

## The Bombardment of Ladysmith.

London, November 10th.  
The bombardment of Ladysmith continues, but little damage is being done.

## Confirmation of Boer Treachery.

General Buller confirms the statement of a native eye witness that the Boers fired on the British after raising a flag of truce during the battle to the Westward of Ladysmith on 2nd inst.

## The War—News from Bulawayo.

A small convoy with an escort, was attacked by the Boers near Bulawayo. Six men of the escort are missing and the convoy lost.

A seige train of thirty howitzers and 1,136 men have been ordered to embark at Davenport.

News from Capetown dated 9th inst. says that General Buller had received news from General White, by pigeon post, that the Boers were daily bombarding Ladysmith with heavy guns at a long range. Few casualties had occurred and no serious harm had been done. The entrenchments are daily growing stronger and provisions are ample. General White also mentions that the Boers had fired on a flag of truce and Major Gale of the Royal Engineers was wounded.

General Buller has ordered that the *Roslin Castle* with Major-General Hildyard and the troops on board, shall proceed to Durban. This is regarded as indicative that the relief of General White is General Buller's first consideration.

H. M. Ss. *Terrile* and *Thetis* have arrived at Durban.

## France.

The trial against M. Deroulade and M. Guerin has opened on the charge of plotting against the Republic.

## The United States Elections.

A partial return of the State elections shows an upholding of President McKinley's policy.

## WEATHER REPORT.

The Observatory report says:—On the 12th at 11.55 a.m. the barometer has risen on the E. coast of China, fallen on the S. coast and over Japan. The Northern depression is moving Eastwards in the Sea of Japan, and the China Sea depression is probably moving towards the coast of Annam. Gradients moderate to rather steep, with increasing monsoon on the coast and in the N. part of the China Sea. FORECAST:—N.E. to N. winds, freshening considerably; cloudy, some rain.

On the 13th at 11.55 a.m. the barometer has risen on the China coast and over Japan. The depression in the North has passed to the E. of Japan, the China Sea depression seems to be near the Annam coast. There are also indications of the existence of an area of low pressure to the S.E. of Formosa. Gradients rather steep, with very strong monsoon in the Formosa Channel and N. part of the China Sea. FORECAST:—Fresh or strong N.E. winds; dull, rainy.

## LOCAL AND GENERAL.

We would call the attention of our readers to Professor Heyman's concert, as advertised in another column.

It is notified in the *Gazette* that Mr. Max Kutschera has resumed his duties as Consul for Austro-Hungary.

The appointment of Dr. James Herbert Swan to be a Supernumerary Surgeon-Lieutenant in the Hongkong Volunteer Corps is gazetted.

A PROCLAMATION appears in the *Gazette* prohibiting the export of arms and ammunition from Hongkong for a further period of four months.

The returns of the number of visitors to the City Hall Museum for the week ended 12th November, are:—Europeans 188, Chinese 1,696; total, 1,884.

THE total stamp revenue during October amounted to \$39,036.73 being an increase on the figures for the corresponding period of last year of \$12,104.18.

AN interesting account of the great shower of meteors will be found in another column. As we go to press the weather looks anything but promising and we fear that Hongkong residents will have to wish for better luck thirty-three and a quarter years hence.

A VERNACULAR paper states that earth work on the Russian Manchurian railway has been pushed to the North of Fengtien, Moukden, and rails have been laid as far as the northward of Liaoyang, which plainly shows the unusual vigour with which the Russians are hurrying on the completion of their line.

THERE has been an outbreak of rabies in Hankow. A mad dog ran amuck and bit several foreign dogs. In consequence the few dogs now visible there wander sorrowfully around in muzzles and wonder what is the matter. Owing to the prompt action of the Hankow Municipal Council, the danger is largely minimized.

THE Hongkong Rugby Football Club will play the Royal Welsh Fusiliers on Tuesday, 14th inst. at 4.30 p.m. The following will represent the H.K.F.C.:—H. E. Green, back; Dr. Tuck, P. Cox, M. Wilkinson, H. Hancock, three-quarters; W. Stevens, A. Williamson, halves; H. Morrell, W. Loring, A. McMurtrie, A. R. Izat, E. E. Deacon, H. Lewis, A. Beattie, and R. Castle (Capt.).

## The Excelsior, the Governor has given his assent in the name and on behalf of the Queen to—

Ordinance 32 of 1899.—An Ordinance to amend the Law relating to Solicitors.

Ordinance 33 of 1899.—An Ordinance to amend the Rating Ordinance, 1888.

We take the following data from the Extract of Meteorological Observations for October, as published in the *Gazette*. The mean temperature for the month was 74.8°, the maximum being 86.4° on the 15th, and the minimum 65.9° on the 21th. The mean barometric pressure was 30.06 in. During the month 29.6 hours of sunshine were recorded the sun being totally obscured on one day only, the 10th. The rainfall for the month was 0.875 inches, being 4.619 inches below the average.

THE *Northern Whig* says a good story is going the round of ecclesiastical circles about a well-known bishop. His lordship was at a garden party, and was being bored by the small talk of a lady who was famous for the extent of her family and her taste for conversing with bishops. "By the way, my dear bishop," she said, "I don't think you've seen my last baby yet." "No madam," replied the bishop, wishing to indicate that he did not care much about babies, "and I don't suppose I ever shall."

TACT is a great feature even of the roughest American. In one of the States they had just hanged the wrong man, and discovering their error, the judges thought it their duty to apologise to the widow—Their deputies at once hurried off and knocked at the door of the widow's house, and as she opened the spokesman at once broached the object of their journey. "Waal, Ma'am," he said with generosity, "I guess you've got the laugh of us this time." And of course the widow appreciated her score.

RUINS of the most ancient mines in history still exist. These are the copper mines of Sinai, which were worked from about 3000 to 1300 and 1200 B.C., and whose adits are still preserved with remains of furnaces, crucibles and huts and tools of the miners. The sceptre of Pepi I. of the Sixth Dynasty, now preserved in the British Museum, was made of pure copper from these mines. Three ores—turquoise, copper, hydrosulphate, and sandstone impregnated with copper—are found, and some of the tools contain arsenic, which the Greek and Egyptian alchemists used for hardening copper.

HERE is a sentence says a home papers which has struck us in looking through a recent number of the *Orientalistische Literatur-Zeitung* of Berlin. "There exist in Germany, France, Italy, Holland, Austria and Russia educational institutions for teaching living Oriental languages." One asks: and in England? Apparently her place among the six Great Powers is in this respect taken by little Holland. Yet England is the greatest of all Eastern Powers. What is being done in this country to supply this kind of institution, whether to administrators or to merchants, which will be so urgently needed in the East in the face of the ever-growing European competition?

A KNOWLEDGE of Taal may soon become a fashionable accomplishment, and *The Times* illustrates the usefulness of its "Century" Dictionary with a sentence taken from the history of South Africa, and an explanatory commentary thereon. The incident which furnishes the exercise in Afrikaans phraseology is told as follows: "The Boer commando trekked across the veld from the Hinterland, to attack a native chief, and, after defeating his impi, broke through Dr. Livinstone's laager, and looted his half-built station." The adoption into our every-day talk of all the characteristically African words used here shows how largely our insular speech is being enforced by the expanding vocabulary of Great Britain. Of course we all know that "Boer" is the German "Bauer," a farmer or cultivator, and the origin and meaning of all the other outlandish terms introduced here are equally obvious.

ON Sunday evening, after the Service at St. John's Cathedral, Professor Heyman gave a violin recital accompanied by Mr. Ward, the organist. A large congregation than usual assembled for the occasion, which was still further augmented to wards the end of the service by those who were attracted solely by the music. Prince Henry of Prussia was amongst the congregation. There is little music sweeter and more beautiful than that of a good violin whose strings are touched by a master hand, and last night there were few amongst the congregation who did not feel the charm and power of music as Handel's "Largo" thrilled through the still Church, from the sweet toned instrument beneath the skillful bow of the Professor. The pieces rendered were "Largo" by Handel, Gounod's "Priere" and Thomson's "Simple Aven."

ANOTHER steam laundry is on the tapis, says the *Shanghai Mercury*. This is to be a German concern and the works will be situated near the Electric Light works. If cleanliness is next to godliness both undertakings ought to pay, but judging by the miserable fiasco which attended the Hongkong company, we are afraid that the native competition will be hard to withstand. The Hongkong dummies once washed for \$1.50 per hundred pieces and their regular rate was never more than \$5. At this low rate the Hongkong company could not compete and had to abandon the field to the native washerman with all his shortcomings in the matter of sanitation. But this was a decade of years ago and no doubt improvements looking to less expenditure of coal had been introduced in the modern machinery. If such is the case and we have no reason to doubt it, then the success of steam laundry in Shanghai may be taken as a foregone conclusion.

## LEGISLATIVE COUNCIL.

At the meeting of the Legislative Council held this afternoon the following questions by the Hon. T. H. Whitehead were answered.

(1) With reference to the report dated 9th May last of the Principal Civil Medical Officer which gives the number of first class private paying patients as 62 for 1898, 12 for 1897, and 18 for 1896, will the Honourable the Colonial Secretary lay on the table a statement showing the average number of days the said patients occupied the Hospital in each of those years, the aggregate amount of money received in each of those years from first class private paying patients, and the estimated actual cost to Government of each of the said first class patients?

The Colonial Secretary said:—In reply to this question I beg to lay upon the table a statement giving the information desired, with the exception of that asked for in the last portion of the question. With regard to this the H.C.M.O. reports that to obtain the information would entail endless labour, and the employment of a special clerk, owing to the fact that the diet, extras, medicines, etc. vary each day with each patient, and to the difficulty of determining in accurate proportions the cost of the medical, nursing, and clerical staff respectively.

(2) Will the Honourable the Director of Public Works lay on the table a statement showing the area and the estimated value of the land at "Mountain Lodge" on which it is proposed to erect a summer residence for His Excellency the Governor?

The Director of Public Works said:—The area it is proposed to retain round Mountain Lodge is about 14 acres, most of it not all of which was probably considered the policy of the former building. Fully 12 acres is within the Pokfulam drainage area and therefore unsaleable. The remainder is steep and rocky and may be valued at \$5,000.

Further business being.

Committee on the Bill entitled an Ordinance to make further provision for the sanitation of the colony and to repeal certain enactments of the close houses and insanitary dwellings Ordinance, 1894.

Committee on the Bill entitled an Ordinance to apply a sum not exceeding two million six hundred and eighty-one thousand six hundred and fifty-one dollars to the public service of the year 1900.

## THE AL FRESCO FETE.

The Al Fresco Fete last evening, given in the grounds of the Roman Catholic Cathedral, had out a perfect success in spite of the damp conditions prevalent. By nine o'clock the grounds were crowded with visitors and the scene was very attractive. The various stalls were all brilliantly lit by the coloured rays from pretty Chinese lanterns, and the conditions still further enlivened by the well-chosen selections rendered by the band of the Hongkong Regiment. Of course people did not linger as long as they would have done had the weather been finer, but the large attendance of last night is a speaking evidence of the popularity of these fetes, and if the night had only been finer it would probably have been found that the grounds were hardly large enough for the occasion. All visitors received a souvenir, in exchange for their ticket of admission, and many a hearty laugh went up at the souvenir stall as a blushing bachelor handed his best girl a baby's robe or drew some other nickerknack, useful for an infantile fur arrival. The souvenirs, many of which, however, were of real value, were distributed with the most refreshing impartiality—being drawn according to the number received for the ticket, so that old married stagers wandered amongst the laughing throng hugging a large sized doll, or a fair damsel would be presented with a pair of ruby socks, or a grizzled war dog exhibited to his grinning comrades a couple of dainty handkerchiefs, on the whole the short time the rain permitted us to spend in the grounds was very enjoyable and most of the visitors who attended will not be sorry when the time comes for a repetition under more favourable auspices.

## FOOTBALL.

The newly-formed Engineers' Institute team met A Co. Royal Welch Fusiliers on Saturday at Causeway Bay and played a game under Association rules. The Engineers were unfortunate in not being able to put their full team on the field, and were in consequence beaten by two goals to nothing. One point was scored against them in the first half, and one in the second. The game was not at all brilliantly played, and although the soldiers did not play badly, their exhibition of the game did not come up to expectation. The Institute played a very "scraggy" game; indeed, considering most of the players are very fair experts.

H.M.S. "ENDYMION" v. H.M.S. "HERMIONE." This match was witnessed by a great number of sailors and at times it was hard to say who took the greater interest in the game, the players or the spectators, both sides were loudly called upon by their respective backers to "go it" "Dymons" responding so gallantly that they managed to win by four goals to one.

The interest taken by the players may be fairly judged when it is said that some of the soldiers, during their hours of leisure, were in the game, kicked them off and went on playing in their bare feet. If our blue-jackets have not got hard heads they have tough feet.

25TH COY EAST DIV. R.V. v. 2ND COY R.V. This match caused considerable excitement amongst the soldiers, the Artillery cheering their side and the Royal Welch giving encouragement to their men. The sides were well matched, both being rather heavier than the average football team. The game was rather a rough one, but as both sides were well able to sustain a little rough handling it was borne in good part, and at the expiration of the game the Welch Fusiliers won by two goals to nil.

R.E.F.C. RECREATION CLUB v. V.M.C. In this match both service men and civilians took equal part, but the game did not prove so exciting as the other matches, neither side being able to place their best men in the field. The V.M.C. were without the services of Tuckey and had to play a soldier as a substitute, while the R.E.F.C. were deprived of Corp. Dagnall, who is now in hospital with injuries sustained in the match last Saturday week. Bugler Long R.E. took his place and rendered good service for his team. The R.E. moreover, were far too heavy for their opponents, and so though outclassed in play were able to win the game by their weight and hard work, much of which might have been saved if their proper position on the field had been maintained.

Kilburn Brown R.E. played a very good game, being responsible for two out of the five goals scored by the R.E. R.C. The other goals being placed to the credit of Long MacDonald and Robinson, whilst Vule, very nearly scored the only goal for the Victorians. Results:—R.E. R.C. 5 goals to 0.







## Intimations.

## "CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS—

THE VICTORIA DISPENSARY,  
HONGKONG.

[247a]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION  
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),  
9, Old China Street,  
Shanghai.

13th October, 1899.

[1342]

## PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,  
&c., &c., &c.

Coast Port Orders Executed.

ACHEE &amp; CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239a]

## COMBUSTION

In the human body is of the utmost importance in determining vitality.  
Unless combustion is active, the vital organs lose their power, the body  
loses flesh, skin becomes pale, and the whole system is in danger.

## Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle  
of carbon—the principle which enriches the blood, assists in  
making healthy flesh, and gives force to the vital organs. By taking  
Scott's Emulsion you gain the human steam that keeps the body  
vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China: AVATKINS &amp; Co., Hongkong.

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHANG and all Ports in JAPAN.

Agents:—

Miiki Coal Mines.  
Kanada Coal Mines.  
Hokoku Coal Mines.  
Yoshinomiya Coal Mines.  
Ohnoura Coal Mines.  
No. 1, Ohtsutsu Coal Mines.  
Ichimura Coal Mines.  
Kishima Coal Mines.  
Yoshino Coal Mines.  
Yamano Coal Mines.  
Manara Coal Mines.  
The Osaka, Chosen Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kanebuchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Miike Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.MITSUI BUSSAN KAISHA,  
K. HASEGAWA,  
Manager.

Hongkong, 19th August, 1899.

## JAPANESE CURIOS.

JUST RECEIVED.

Plenty of  
FINE NEW GOODS  
at  
CHEAP PRICES.

D. NUMA,

No. 12, Beaconsfield Arcade,  
Opposite the City Hall.  
Hongkong, 4th November, 1899.

WORTH A GUINEA A BOX.

BEECHAM'S  
PILLSFOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.

30 Cents per Box.

Prepared only by the Proprietor:—  
THOMAS BEECHAM, St. Helens, England.  
SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA:—  
WATKINS & CO.,  
APOTHECARIES' HALL, 66, Queen's Road  
Central, Hongkong.

138

## FRESH AUSTRALIAN BUTTER.

JUST LANDED A Fresh Consignment of  
ROSE BUD BRAND, FRESH ROLLED  
BUTTER, and to be had always at very  
Moderate Price.

H. RUTTONJEE,

13 & 15, D'Aguiar Street,  
Hongkong, and  
21 & 23, Elgin Road, Kowloon.  
Hongkong, 8th September, 1899.

[144a]

## For Sale.

FOR SALE—A BARGAIN.

A DOUBLE-LENS

QUARTER-PLATE HAND CAMERA,  
(Latest Improvements).

CARRIES ONE DOZEN PLATES.

For Sale with the Camera—

PRINTING-FRAMES,  
DEVELOPING-TRAYS,  
WASHING-TROUGH,  
SMALL CISTERN and LAMP.

Complete for \$70.

Apply at THIS OFFICE.

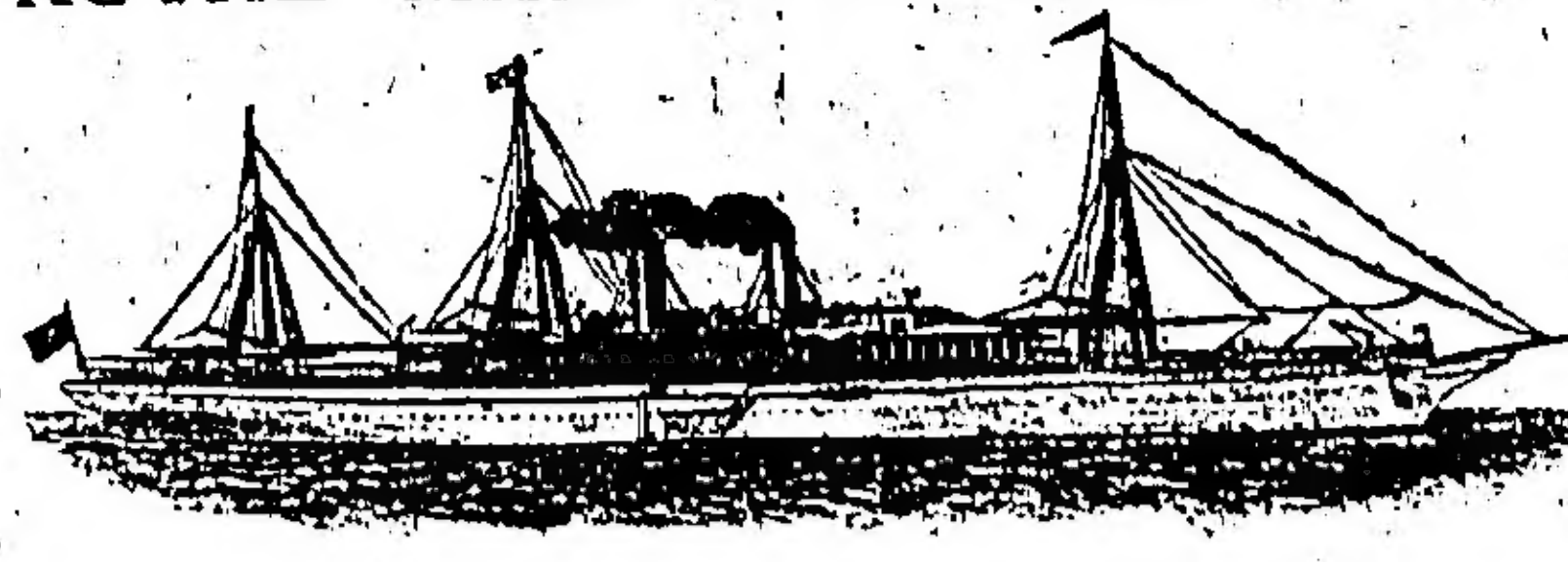
Hongkong, 1st November, 1899.

[1374]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.  
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at  
Montreal, Quebec, Halifax New-York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.Passengers through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide, Book, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Potters' Street.

Hongkong, 25th October, 1899.

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.PROPOSED SAILINGS FROM  
HONGKONG.FOR VICTORIA, B.C. AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.  
City of London...3,229 | R. V. Bawf | Nov. 18.  
Queen Adelaide...2,832 | F. McNair | Nov. 25.  
Saint Irene...3,877 | W. Attree | Dec. 9.  
City of Dublin...3,328 | J. R. Rae | Dec. 20.

Also

FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVI-  
GATION COMPANY.Monmouthshire...2,874 | W. A. Evans | Dec. 23.  
Abertillery...3,777 | J. Murray | Jan. 27.  
THE attention of Passengers is directed to  
the very cheap rates offered by the Line,  
HONGKONG TO LONDON £47.Excellent accommodation. First-class Tables.  
DOCTOR and STEWARDESSE carried.HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the Rocky and CASCADE MOUNTAINS.  
THE YELLOWSTONE NATIONAL PARK route,  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.Through Bills of Lading issued to Pacific  
Coast Points, and to Canadian and United  
States Ports.Consular Invoices of Goods for United States  
Points should be in quadruplicate, and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. (whichever may be the destination of  
the Steamer).Parcels must be sent to our Office (with  
address marked in full), by 5 P.M., on the day  
previous to sailing.For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 3rd November, 1899.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,  
HONOLULU and SAN FRANCISCO, the  
UNITED STATES, MEXICO, CENTRAL, and  
SOUTH AMERICA, &c.Lady Joyce...3,194 | about | Nov. 30.  
Strathgyle...3,023 | about | Dec. 15.  
Cardiff City...3,002 | about | Dec. 31.

THE Steamship

"LADY JOICEY"  
will be despatched for SAN DIEGO VIA  
NAGASAKI, KOBE, YOKOHAMA and  
HONOLULU, on or about THURSDAY, the  
30th instant.Through Bills of Lading issued to any point  
in the United States.Cargo will be received on board until 4 P.M.  
the day previous to sailing. Parcel packages  
will be received at the OFFICE until the same  
time. All parcels should be marked to address  
in full. Value of same is required.Consular Invoices, to accompany cargo des-  
tined to Points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs at San Francisco.For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.Hongkong, China and Japan.  
Hongkong, 4th November, 1899.

[1330]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU G. E. T. Cook	MARSEILLES, LONDON & ANT. WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 17th Nov., at Noon.
*IDZUMI MARU M. J. Curnow	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE & YOKOHAMA.	MONDAY, 20th Nov., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOCK, via SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHIEFOO, CHENULPO & NAGASAKI.	THURSDAY, 23rd Nov., at Noon.
KASUGA MARU E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the  
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and  
Atlantic Steamers.For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at No. 7, Praya Central.

Hongkong, 10th November, 1899.

A. S. MIHARA,  
Manager.

[6]

NORDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK  
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SIBIRIA Braun	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	18th November.
SURVIA Frick	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	19th November.
BAMBERG Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 28th November.
*KONIGSBERG Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th December.
AMIRIA Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 24th December.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and  
a Stewardess.For further particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu)  
To-morrow, 14th Nov.,  
at Noon.HONGKONG MARU  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu)  
Saturday, 9th Dec.,  
at Noon.NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu)  
Wednesday, 3rd Jan.,  
1900, at Noon.

THE Steamship

"AMERICA MARU"  
will be despatched for SAN FRANCISCO, VIA  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, TO-  
MORROW, the 14th November, at Noon,  
taking Freight and Passengers for Japan, the  
United States, and Europe.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.Passengers holding Orders FOR OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.Particulars of the various routes can be had  
on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.J. S. VAN BUREN, Agent.  
Hongkong, 19th October, 1899.

[1370]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

\*Alcoa (via Kobe)  
Tuesday, 21st Nov.,  
at Noon.China (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu)  
Saturday, 16th Dec.,  
at Noon.

(\* Taking Cargo only.)

THE Chartered Steamship

"ALGOA,"  
will be despatched for SAN FRANCISCO,  
via KOBE, YOKOHAMA and HONO-  
LULU, on TUESDAY, the 21st November, at  
Noon.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.Passengers holding Orders FOR OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.Particulars of the various routes can be had  
on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.J. S. VAN BUREN, Agent.  
Hongkong, 8th November, 1899.

[1370]



## THE FUEL OF THE FUTURE.

Sir W. H. White recently addressed the mechanical section of the British Association on the use of petroleum fuel for shipping. He says that when sufficient quantities of the fuel can be obtained it has many obvious advantages over coal, greatly reducing manual labour in embarking supplies, conveying it to the boilers, and using it as fuel. Possibly the advantages have claimed for it greater economical advantages over coal than can be supported by the results of extended experiment. Even if the saving in weight for equal evaporation is put as low as 30 per cent. of the corresponding weight of coal, it would amount to 1,000 tons on a first-class Atlantic liner. This saving might be utilised in greater power and higher speed or in increased load. There would be a substantial saving on the stoke-hold, and the present it does not require ready-made supplies of liquid fuel, but available. Competent authorities, here and abroad, are giving attention to this question, and to the development of supplies. If the want can be met at prices justifying the use of liquid fuel, there will undoubtedly be a movement in that direction.

On these views, the *Petroleum, Industrial and Technical Review* remarks:—It is not of little importance to have such testimony as the above, cautious even though it is, from such an authority as the chief constructor of the Navy. This cautiousness is merely an official appendage. Sir William evidently turns long eyes on the saving of space, which would be effected by the use of liquid fuel, and there can be no doubt, considering the extent and the scattered conditions of British possessions, which, at the present time, look to this country for protection in case of emergency, the storing of the greatest amount of mechanical power in the smallest possible space is of the utmost importance. There are, of course, other advantages accruing from its use. Unfortunately, Sir William touched the weakest spot in regard to liquid fuel when he said, "when sufficient quantities can be obtained."

## THE SOBER JOURNALIST.

Of 518 patients treated at a home in England for incurable during the past year, 478 were Protestants and 40 Catholics. Just half of them were married men. Their occupations included the following:—

Gentlemen	124
Army officers	21
Medical practitioners	35
Solicitors	10
Clergymen	10
Engineers	16
Manufacturers	30
Distillers and brewers	13
Merchants	56
Earmers	16
Barriers	8
Naval officers	3
Journalists	3

Thus is truth proclaimed and calumny silenced.

## DISPUTED ISLANDS.

The Mapa Islands south of the Carolines are not likely now to cause trouble between Holland and Germany. Spain had claimed them as part of the Carolines despite Dutch assertion of sovereign rights over the islands. Fear of German interference became rife in Holland when the *Yaguayan*, a German man-of-war, was sent to the Carolines to take possession. These fears were allayed by assurances from Berlin that the *Yaguayan* had received orders not to go to the Mapa Islands. The German press also is of opinion that no trouble need arise. The islands indeed, so it is said, are not worth quarrelling about.

## CHEAP QUININE.

Professor Koch the well-known fever expert, who is now in Java, has expressed his opinion that quinine is an excellent remedy against malaria. He thinks that it is of the utmost importance that quinine should be brought within easy reach of the native population at the lowest possible price. The Java Government does this already in times of epidemic. Some people, however, say that at present the furtherance of general sanitation among the Javanese would be more to the purpose than the ready distribution of medicine.

## RECORD BREAKING IN GUN RANGES.

This is a record-breaking age in many departments, and the Americans are now determined to go one better than the rest of the world in the matter of range power for their big guns. A 16-inch 125-ton gun, which is being built at the Watervliet arsenal, will have a range of no less than 20,978 miles if the calculations of Major James M. Ingalls may be relied upon. This officer is the head of the Artillery School for officers at Fort Monroe, and the greatest recognised authority on ballistics in the United States Army. An American paper gives some interesting particulars of a former occasion, when a calculation of probable range of a gun by Major Ingalls proved remarkably correct. The occasion was the memorable one of the Queen's Jubilee, when the greatest range ever up to that time attained was recorded by a 9.2-inch gun at Shoeburyness. Several months before the date of firing, the English officials sent out data to the recognised artillery experts of foreign countries, with a request for the range to be calculated. Major Ingalls worked at it along, and his calculations were duly noted and forwarded by the usual channel to the British War Department. The range attained by the shot was about 13 miles. When, afterwards, the papers were examined the closest calculation proved to be that of Major Ingalls, who had placed the fall of the shot a few hundred feet short of the actual distance. An Italian officer came next, but none of the other calculations were within 1,500 yards of the actual distance, and some were several miles. The record of the Queen's Jubilee shot was beaten by a Krupp 9.4-inch gun fired on the Meppen range in 1892. The range was 22,220 yards, or roughly 13 miles, and the greatest height reached by the shell in its flight was 21,566 feet. The time occupied between the firing of the gun and striking of the projectile was 70.2 seconds. For the new American gun, Major Ingalls estimates a range of 20,978 miles on a muzzle velocity of 2,000 feet per second, at an angle of elevation of 40 degrees. The trajectory will reach a maximum elevation of 40,516 feet. The weight of the projectile is assumed to be 2,376 pounds. With a muzzle velocity of 2,000 feet per second, a range of 13,971 miles will be attainable, and the maximum

elevation in flight will be 19,302 feet, with the same angle of elevation, 40 degrees. Major Ingalls has also worked out a table for the new 12-inch American navy gun, which has a range of 19,935 miles on a muzzle velocity of 2,000 feet per second, the maximum elevation of the trajectory being 32,515 feet and weight of shell assumed to be 850 lbs.—*American Ex.*

## THE ENGLISH TAKE NOTE.

An occult connection between the hour of dinner and commercial prosperity would hardly have occurred to anybody but a German metaphysician. Yet the German Secretary of State, General von Pöhlbiel, who is the equivalent of our Postmaster-General, has discovered one. It appears that a proposal has been made in Bremen and elsewhere to introduce the "English dinner-hour," i.e. an evening dinner instead of a mid-day dinner. As such a change of custom in the commercial world would not be without its effect upon postal arrangements, the Postmaster-General has during a recent visit to Bremen been making some inquiries among the merchants of that city regarding their views on the subject. He has lately expressed the result of his inquiries in these words: "Little sympathy is shown by the merchants. I have spoken to in Bremen for the 'English dinner-hour.' They consider it an advantage in the warfare of competition that inquiries and orders of customers arriving late in the afternoon can be answered at once—if necessary by cable. The promptitude with which our merchants serve their clients has won for them universal respect abroad in the convenience of the world, and obtained yet further custom. There is serious fear lest this promptitude in the field of competition may have to suffer from the introduction of the English dinner-hour, as the latter prevents the prompt clearing off of correspondence owing to the too early closing of offices." English merchants take note.

## THE NAVIGATION OF THE ST. LAWRENCE.

The Government of Sir Wilfred is once more to be congratulated on the success of its efforts to promote the material prosperity of the Dominion. The opening of the St. Lawrence Canal gives an unbroken waterway from the Straits of Belle Isle to the head of Lake Superior. Even if we exclude the Lower St. Lawrence from the reckoning and take the river as though it ended at Quebec, this gives uninterrupted inland navigation for a distance of 1,435 miles. Of course what is new in this is not the St. Lawrence Canal itself but the fact that this canal now represents the last link of the 14-foot navigation way of the St. Lawrence system. The work as a whole has cost \$2,500,000 dollars. It is hoped that the completion of this great work will mean new prosperity to Montreal, and enable that beautiful city to attract to herself a large part of the 150,000,000 bushels of grain which now find their way to the sea, by way of New York. The new facilities for transporting lake freights to tide-water will affect not only the settlers in Manitoba and the Northwest, but also the farmers who now send wheat to Chicago or Duluth. The correspondent of the *Morning Post* estimates that the saving of three cents on the bushel in the single item of wheat will be productive of about 6,000,000 dollars a year to the farmers of the Northwest. Other exports will be similarly affected. In view of these figures, it is not astonishing that the Dominion Government should have spent some 62,000,000 dollars on these improvements, and that the Erie Canal authorities and New York shippers are greatly alarmed at the prospect of losing a profitable business.

## TRANS-ASIATIC RAILWAYS.

**RUMOUR OF BRITISH PROJECT.**  
PARIS, October 9th.  
The *Figaro* to-day publishes an article on a project, which, it is said, is being promoted by a British syndicate, for the construction of a railway from Alexandria to Shanghai to compete with the Russian Trans-Siberian line. "It is," the journal remarks, "an imperial enterprise which would have the immediate effect of producing a great moral impression in Asia and of striking the imagination of its eight or nine hundred million inhabitants, yellow, white, or brown. British prestige in the Far East will go up several notches on the day the first English train steams into the station at Shanghai. Dividends will come later."—*Reuter*.

## RUSSO-SPANISH RELATIONS.

MADRID, October 10th.  
The visit of Count Mouraviev, the Russian Minister of Foreign Affairs, to San Sebastian and his interview with Señor Silveira, the Spanish Premier, are still subjects of discussion in the Press. In regard to Señor Silveira's efforts to minimise the importance of the visit, it may be pointed out that it is somewhat extraordinary that at a time when his presence in Madrid was of the utmost importance, in order that he might devote his whole attention to the many questions which will have to be submitted to Parliament very soon, the Premier should have spent several days in San Sebastian, on what he describes as a visit of courtesy. Other distinguished foreigners have recently visited San Sebastian, including members of Royal houses, and it has not before been deemed necessary for a Minister to be present to welcome them. The general attitude of the Press in the matter is that Spain ought now to devote her whole attention to the reconstitution of the country, and should decline to enter into any alliances with other Powers. Señor Sagasta, the Leader of the Opposition, is of this opinion. At the same time, he says that he does not believe that the visit of Count Mouraviev was of so great moment as it is generally rumoured to be.

## SPECULATION IN ITALY.

ROME, October 10th.  
A great number of rumours continue to circulate here with regard to the reason for Count Mouraviev's visit to the Queen Regent of Spain. Nothing positive is known, but it is unanimously believed that the visit had reference to the Transvaal crisis, and to the need for Spain, aided by France and Russia, to find some means of putting an end to the influence of Great Britain over Portugal. If Spain would make common cause with France and Russia her Army and Navy, and naval stations in Europe and Morocco might be used to neutralise the strategic advantages which Great Britain is supposed to have assured herself by naval understandings with Portugal and Italy. It is thought, however, that whatever effect Count Mouraviev's visit may have in the future, its immediate result will be nil, because Spain is financially and economically too exhausted to enter into any new political scheme. As to France, it is not thought probable that she would willingly supply the money to reorganise the Spanish Army and Navy, seeing that she has of late refused to aid even her ally Russia.—*Morning Post*.

## VENEZUELAN REVOLUTION.

## GOVERNMENT TROOPS DEFEATED.

1,500 KILLED AND WOUNDED.

The New York *Herald* publishes the following dispatch from Port of Spain:— Caracas is practically invested by the revolutionists. Gen. Castro's forces are advancing from Valencia and Victoria in the Guayra. The left wing in moving on La Guayra for the purpose of cutting off President Andrade's escape. Gen. Castro surprised the government troops in the plains near Valencia. President Andrade lost 1,500 killed and wounded. The loss of the revolutionists was slight. A proclamation against filibustering expeditions, and threats to inflict severe penalties on those taking part in them.

## FRENCH NAVAL CONSTRUCTION.

A recent number of the *Engineer* gives some interesting particulars of the recently-launched French battleship *Henri IV*. This vessel represents in many ways a departure from current French designs. She is unusually broad in the beam, has only moderate superstructures, and is without the very prominent ram, carried by most French battleships. Of small displacement—only 9,000 tons—she is certain to display the defects of all small ships. In spite of very powerful engines, developing 12,000 horse-power, she is, from her shape and short length, not likely to steam fast. Her armour protection is very inadequate, being practically limited to a narrow end-to-end belt, stout turrets for her two heavy guns, and 4in. plating for her quickers. Her battery is of 10.8 in. guns, and 7 in. quickers. Altogether, she seems a step backwards, and there can be no doubt that a *Majestic* would find no difficulty in settling a pair of adversaries such as she.

## PETTICOAT GOVERNMENT IN NATAL.

The newly-appointed head of a public department in Natal recently went on leave for a week, and during his absence it was naturally supposed that his chief clerk would take command. Judge of the surprise of the officials concerned, when on the day following their chief's departure his bell rang for half-a-dozen of them. Their surprise was accentuated on finding the chief's wife ensconced in his chair! She received them in the blandest of official manners, and proceeded to issue instructions as to their daily routine. One wonders what effect it would have had on the streets, if Mrs. Chamberlain suddenly swooped down on the Colonial Office and assumed the duties of the Colonial Secretary during his absence.

## A NAVAL HERO AND A TEA KING.

Sir Thomas Lipton, with his usual luck, was the first person of prominence to greet Admiral Dewey on his return to America and extend the hand of welcome. Towards noon Sir Thomas ordered out his steam-launch, and ran over to the *Olympia* to leave his card and pay his respects to the hero. As Sir Thomas Lipton's launch drew near the crew lined the bulwarks and sent up a rousing cheer. The launch steamed briskly round the great ship, the men coming forward to cheer a compliment which Sir Thomas acknowledged by lifting his cap. The launch drew up by the aft gangway on the starboard side, and the officer of the watch came forward and saluted Sir T. Lipton, who, standing up in the launch, said, "I have come to leave my card on the Admiral, in order to pay my respects." "Won't you come aboard, Sir Thomas," said the officer. "The Admiral will be very glad to see you and shake you by the hand." So Sir Thomas Lipton, delighted, climbed the gangway to where Admiral Dewey was waiting to receive him on the after-deck. Admiral Dewey said, "It gives me great pleasure, Sir Thomas, to see a representative Englishman welcome me home." "I feel great pride, Admiral," replied Sir Thomas, "at the privilege of adding my congratulations as a Britisher on your safe arrival. After your great achievements you have received a great welcome from your countrymen."

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—  
Ah Moo, Mrs. Mathews, A.  
Allopp, C. F. E. Moses, H. E. H.  
Albass, McLean, Grace H.  
Almond, R. W. MacRay, A. L.  
Abbott, E. MacDonald, Mrs. E.  
Allhusen, Mr. E. Moone, G. H.  
Baker, R. E. McLeod, Mr. and Mrs.  
Barnett, A. Molden, P.  
Beck & Co., A. MacArthur, Mrs. J.  
Brooks, Captain J. S. MacLagan, Miss  
Bingham, J. E. Martin, Sir  
Barker, A. M. Nathan, Mrs. N. P.  
Baber, Miss Z. Nissim, L. R.  
Blum, M. O'Donoghue, Miss M.  
Bird, E. G. Olin, O.  
Bukal, Jacob Paul, W. E.  
Balmer, Miss J. Poincill, C. H.  
Buckley, P. Pantom, Capt. J.  
Bourdonnel, Mrs. de Panchak, M.  
Barrard, N. Panchak, L.  
Broad, J. Panchak, T. F.  
Bowman, W. Partridge, C.  
Clark, Miss M. Plemonge, T. F.  
Crawford, T. C. Plesse, C.  
Cohen, M. C. Pachey, Mons.  
Calder, Miss Pryn, F.  
Crawford, F. O. Pelley, E. L.  
Cong, G. Paulsen, Dr. A.  
Chubb, A. Rhodes, F.  
Camillo, C. Robinson, M.  
Cowell, J. Rosa, M. de  
Chancel, R. Rotenberg, K.  
Collett, Miss M. Reynolds, J.  
Chanson, Mme. Reyes, G.  
Clemens, Mrs. J. Rogers, Major A.  
Dunleavy, F. J. Royle, H. G.  
Duncan, Mrs. J. A. Regan, Miss A.  
Durocher, Mons. Rouget, J.  
Debeaux, R. Saunders, Fred.  
Dubreux, A. Spinnal, Miss A.  
Dalton, E. C. Snyder, Mrs. T. G.  
Diebich, J. Spencer, C. G.  
Dunbar, V. Smallwood, E. H.  
Eideston, P. Stephens, T. H.  
Fullam, Dr. W. A. Salasaka, Mrs. R.  
Francis, Mr. Saldanha, D. C.  
Finanzi, L. Stacker, F. L.  
Fennell, A. Stennon, J.  
Fonday, C. F. Stanley, J. W.  
Graham, Miss L. Joseph, L.  
Goldman, A. Scott, Miss M. K.  
Guerra, T. Scott, Dr. A. K.  
Glover, K. Schuster, H. M.  
Greenberg, Mrs. W. Schuster, H. M.  
Glass, Mr. Sali, Miss Abu  
Gough, W. Karim, A.  
Gott, L. Mohamed  
Hutchinson, Mrs. F. Strongfield, Sir M. K. Y.  
Hofstad, L. Sydney, W. A.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES"

Captain Passmore, will be despatched for the above ports, TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 13th November, 1899. [1407a]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.

THE Steamship

"LEGASPI"

Captain A. Yribar, will be despatched as above TO-MORROW, the 14th instant, at Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to LIZARRAGA HERMANOS, Agents.

No. 6, Beaconsfield Arcade.

Hongkong, 13th November, 1899. [1397a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR"

Captain Barr, will be despatched as above TO-MORROW, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [1283a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW."

will be despatched alternately from Messrs. DOUGLAS LAFRAIK & Co.'s WHARF, at 5 P.M. on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KANCHUCK, SAMSHUI, SHUHHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals, HONGKONG TO SAMSHUI, Single Fare, \$10.00

Return Fare, 17.50

HONGKONG TO WUCHOW.

Single Fare, \$20.00

Return Fare, 35.00

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamer to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899. [1307a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA"

Captain Moore, will be despatched on THURSDAY, the 16th instant.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th November, 1899. [1377a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA"

Captain Moore, will be despatched as above on THURSDAY, the 16th instant.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th November, 1899. [1376a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. JEROME"

will be despatched for the above port on or about the 16th instant and will be followed by S.S. "AFGHANISTAN."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 8th November, 1899. [1345a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE"

Captain McArthur, will be despatched as above on SATURDAY, the 18th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th November, 1899. [1378a]

## Intimations.

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply to

Hongkong, 18th August, 1899. c/o This Office. [1043a]

## CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.

Nos. 24 & 26, Queen's Road Central. [1043a]

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAMIERS PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM AND P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [39]

## KUH &amp; KOMOR,

JAPANESE FINE ART CURIOS, 31 & 33, QUEEN'S ROAD, HONGKONG, and 35, WATER STREET, YOKOHAMA

and 36, DIVISION STREET, KOBE. Hongkong, 15th March, 1898. [42]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

## LEVY HERMANOS.

DIAMOND, JEWELLERS, AND WATCHMAKERS.

Sole Agents in the East for the amalgamated DUNLOP RUBBER BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate. Quality A.....\$16

Quality B.....\$12

40, QUEEN'S ROAD, Watson's Buildings.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES"

Captain Passmore, will be despatched for the above ports, TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 13th November, 1899. [1407a]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.

THE Steamship

"LEGASPI"

Captain A. Yribar, will be despatched as above TO-MORROW, the 14th instant, at Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to LIZARRAGA HERMAN



## Intimations.

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

## BATTERIES,

## CHEMICALS,

## ELECTRIC BELLS,

## INSULATORS,

## LIGHTNING CONDUCTORS,

## SWITCHES,

## TELEPHONES,

## WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &amp;c., &amp;c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [135]

## CARBOLINEUM-AMENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Damages.

Sole Agents for China, LUTGERS, EINSTAMANN &amp; Co.

Hongkong, 10th September, 1896. [10]

## MEE CHEUNG,

## PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position in his new and commodious premises, to eclipse as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September 1898. [145]

## SIEN TING,

## SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [143]

## DENTISTRY.

## SUI SANG,

(Lately Practising with Dr. I. SAKATA),

## DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—

REUCE, American ship, D. Whitmore—Standard Oil Co.

## The Share Market.

## LATEST QUOTATIONS.

(November 13th.)

Banks.

Hongkong and Shanghai Banking Corporation—348 per cent. prem. buyers.

The Bank of China &amp; Japan, Ltd.—(Preference) nominal.

The Bank of China &amp; Japan, Ltd.—(Ordinary) 1/2 buyers.

The Bank of China &amp; Japan, Ltd.—(Deferred)—1/2 buyers.

National Bank of China, Ltd.—\$30.

Do. Do. Do.—\$30.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$242.

China Insurance Co., Ltd.—\$59.

North China Insurance Co., Ltd.—\$121.

Yantai Insurance Assoc. Ltd.—\$135 buyers.

Canton Insurance Office, Ltd.—\$135 buyers.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$85.

Shipping.

Hongkong, Canton, &amp; Macao Steamboat Co., Ltd.—\$29.

Indo-China Steam Navigation Company, Ltd.—\$80 buyers.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$47.

China Mutual S. N. Co., Ltd.—(Preference)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. J. Anthony

Mr. H. F. R. Drayne

Mr. P. Bure

Capt. G. Callaghan

Capt. Van Corbark

Mr. G. H. Dann

Mr. and Mrs. W. H. T.

Davis and child

Mr. A. L. Denison

Mr. P. Dow

Colonel H. Elsdale

Mr. J. S. Eekiel

Mr. A. Forster

Lt.-Col. A. R. Fraser

Mr. H. H. Gompertz

Colonel E. H. Gorges

Staff-Surgeon and Mrs.

W. E. Home

Mrs. Iburg

Major G. R. St. John

Mr. J. H. Kemp

Mrs. Geo. Lawless

CRAGIEDURN.

Lieut. H. C. Burrows

Rev. F. Flynn, R.N.

Hon. and Mrs. R. D.

Ormsby

Miss Ormsby

Capt. G. B. Simonds

R.A.

MRS. SIMMONDS

The Government Civil

Hospital Sisters

Consul Volpicelli

Madame Volpicelli

Capt. A. M. Whitton

R.A.

## VESSELS IN PORT.

## Steamers.

ALFESINE, British steamer, 1,050, C. Slade,

31st Oct., Amoy 30th Oct., Ballast—

Order.

AMERICA MARU, Japanese steamer, 3,539, P.

H. Goings, 9th Nov., San Francisco 14th

Oct., and Nagasaki 5th Nov., Mails and

General—J. S. Van Buren.

BENLARIO, British steamer, 1,487, R. Koble,

7th Nov., Moji 2nd Nov., Coal—Gibb,

Livingston &amp; Co.

CULGOA, American transport, 1,140, Comdr. J.

W. Carlin, U.S.N., 20th Oct., Manila 17th

October.

EMPRESS OF INDIA, British steamer, 5,904,

O. P. Marshall, R.N.R., 1st Nov.,

Vancouver 10th Oct., and Shanghai 29th,

Mails and General—C. P. Co.

EQUATORIA, Belgian steamer, 1,356, W. Williams,

22nd Oct., Swatow 21st Oct., Ballast—

Lauts, Wegener &amp; Co.

FORMOSA, British steamer, 674, J. Douglas,

4th Nov., Swatow 3rd Nov., General—

Douglas, Laprak &amp; Co.

GERMANIA, German steamer, 1,174, A. Müller,

1st Nov., Moji 27th Oct., Coal—Jebson

&amp; Co.

HOHENZOLLERN, German steamer, 2,039, H.

Kirchner, 6th Nov., Yokohama 27th Oct.,

Kobe 31st, and Nagasaki 2nd Nov., General—

Melchers &amp; Co.

INDEPENDENT, German steamer, 871, A. Hantz,

27th Oct., Moji 20th Oct., Coal—Sander,

Water &amp; Co.

KIUKIANG, British steamer, 1,240, C. F. Arn-

old, 9th Nov., Canton 9th Nov., General—

Butterfield &amp; Swire.

LEGATZ, Spanish steamer, 385, D. Antonio

Tribar, 9th Nov., Amoy 7th Nov., Ballast—

Order.

LOOSON, British steamer, 1,020, J. B. Jackson,

11th Nov., Bangkok 3rd Nov., and Koh-

si-chang 4th, Rice and Timber—Butter-

field &amp; Swire.

MONGKUN, British steamer, 859, N. G. Major,

14th Oct., Kohsi-chang 1st Nov., and Rice—

Yuen Fat Hong.

PHRA CHULIA CHOM KLAO, British steamer,

1,012, E. McLellan, 9th Nov., Bangkok

31st Oct., and Kohsi-chang 1st Nov., Rice—

Yuen Fat Hong.

PICCOLA, German steamer, 875, E. Schipper,

11th Nov., Saigon 2nd Nov., Rice—

Siemssen &amp; Co.

SABINE RICKMERS, British steamer, 690, J. R.

Nasels, 2nd Nov., 18th Oct., Shanghai 15th

Oct., Ballast—Arnhold, Karberg &amp; Co.

SAILING VESSELS.

ADOLPH OBRIG, American bark, 1,302, Arms-

bury, 17th Nov., New York 5th May, Case

Oil—Order.

BELMONT, British bark, 1,415, Ladd, 10th Nov.,

Manila 30th Oct., Ballast—Order.

LOTHAIR, Italian bark, 759, C. Lowanger,

1st Oct., Callao Peru 21st July, Iron—

Order.

MARY L. CUSHING, American bark, 1,540,

Pendleton, 1st Oct., New York 10th May,

Case Oil—Order.

RETRIEVER, British schooner, 96, Parker, 8th

Sept., Honolulu 16th July, Ballast—

Order.

REUCE, American ship, 1,828, D. Whitmore,

30 Oct., New York 30th May, Case Oil—

Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huestis,

25th Aug., Cebu and Philippine Islands

22nd Aug., Ballast—Order.

ST. JAMES, American bark, 1,453, R. M. Tapley,

29th Sept., Manila 13th Sept., Ballast—

Reuter, Brückmann &amp; Co.

ST. MARK, American ship, 1,861, D. W. Dudley,

7th Nov., Manila 19th Oct., Ballast—

Order.

STATE OF MAINE, American ship, 1,500,

Colcord, 9th Oct., New York 24th May,

Kerosine Oil—Standard Oil Co.

WARATAH, British schooner, 25, Haynes, 23rd

Sept., Takow 15th Sept., Ballast—Mr. F.

W. Hall.

WEST YORK, British bark, 706, N. S. Faister,

9th Nov., Albion, W. A. 4th July, Sandal

Wood—Order.

WM. H. GORNER, American ship, 1,424, J. T.

Erskine, 14th Oct., New York 7th May,

and Rio Janeiro 11th July, Kerosine—

Standard Oil Co.

## THE BRITANNIA MAJESTY'S SHIPS

## ON THE CHINA STATION.

Hongkong, November 13th, 1899.

Alatir, despatch-vessel, 1725 tons, to 6-p.

Smith-Dorrien, Hongkong.